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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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Maps filed separately

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LIBAU (LEPAYA ), Latvian SSR (56°32' N/21°00'E) German Chart D 18

1. a. LIBAU (Latvian name LEPAYA ) is the most southerly port of Latvia. In Tsarist times (up to 1914) it was the only Russian Baltic port free from ice. After 1918 LIBAU was the only naval base of the Latvian Navy and a commercial port with a considerable turnover. Before 1914, LIBAU was the most important Baltic harbor for the export of Russian grain.

b. In 1937 the total ship traffic was:

| | | |
|---|---|---|
| Exports: | 131,000 tons, | grain, timber, pit-props, and various agriculture products |
| Imports: | 149,000 tons, | coal, petroleum, iron, fertilizers, cement, sugar, salt. |

c. In 1948, the estimated ship traffic was:

Exports: approximately 200,000 tons,

no detailed information available. 25X1A

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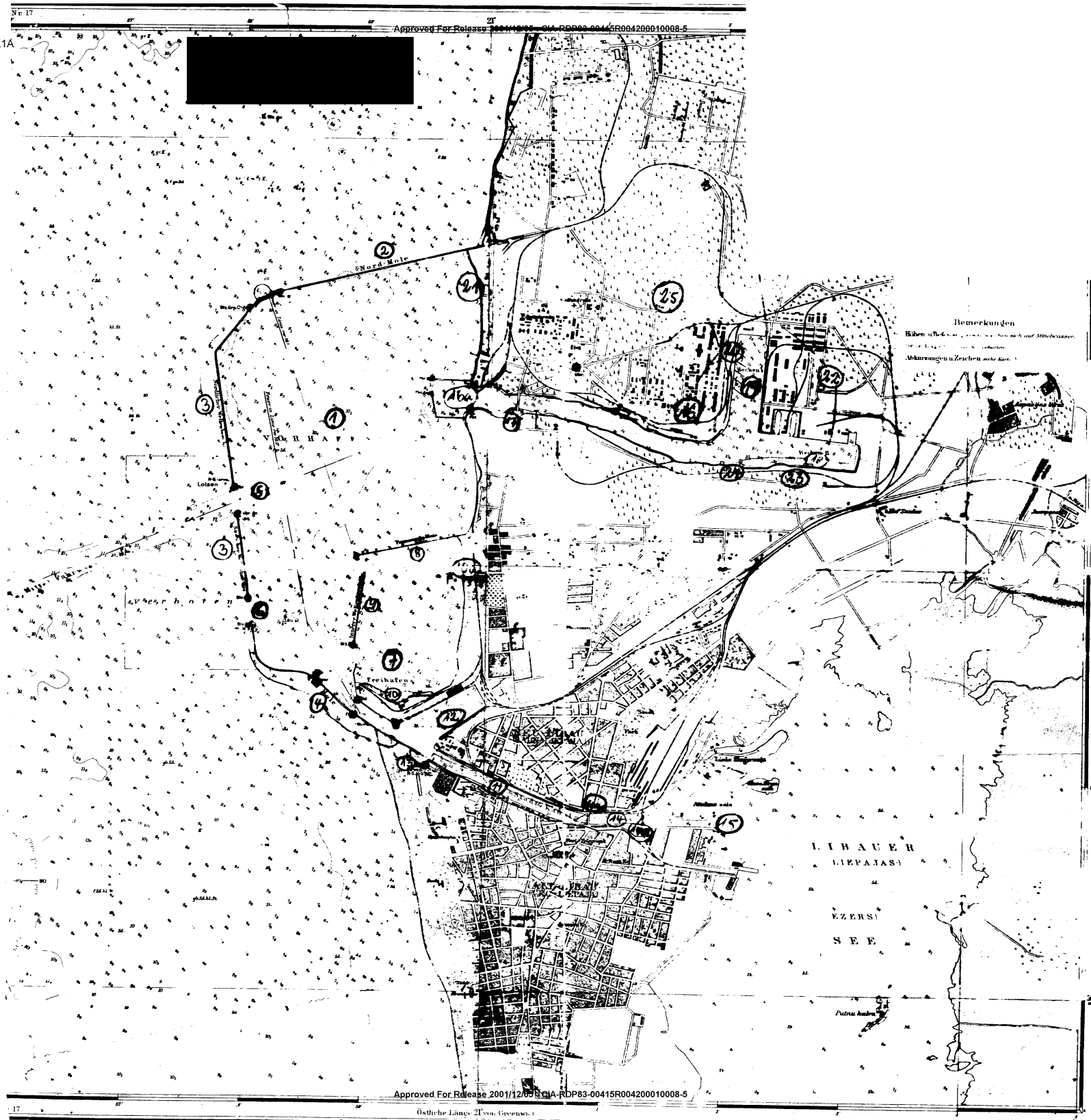




17 Östliche Länge 2T von Greenwich

Imports: approximately 550,000 tons, especially reparations and looted goods of all kind from Germany such as machines, furniture, coal, metals, sugar, etc.

Textiles and factory equipment were delivered from Great Britain.

d. Most of the vessels entering the port flew the Soviet flag, a few were Finnish ships, while almost no vessels of the western countries arrived there during recent years.

e. Near the end of the war the most important buildings and harbor facilities were destroyed but most damage had been repaired by 1948. There is no indication that the Soviets are planning to expand the port facilities.

f. The importance of LIBAU is now based on its naval facilities, located in the northern part of the harbor and completely separated from the commercial port. Among the Baltic ports, LIBAU is only one of the numerous naval bases the Soviets have acquired along the entire Baltic coast far to the west since 1945. It is especially a base for submarines and small vessels, such as MTBs, mine sweepers, and patrol vessels.

2. The harbor falls into six principal parts: The Winter Harbor, the Commercial Harbor, the Town Port, the Fishery Harbor, the Timber Harbor, and the Naval Port. It is a dredging problem to keep the normal depth of 9-10 m at the entrance and the harbor basins and it is not known if the required dredging equipment is available.

a. (1) The port approach is without navigation hazard as the landmarks and lights are visible from a great distance. Navigation is dangerous in misty or foggy weather as there are only a few fog signals, but the lead gives a good clue to position.

(2) Due to the still existing danger of ground mines in the Baltic Sea in depths below 40 meters, vessels have to operate only on the standard routes. According to HELMORI (International Routing and Reporting Authority (IRRA)) of 10 January 1948, the maximum admissible draft is 5.8 m for the swept and buoyed route to LIBAU from the approach buoy (PELYCHNY) on the position 56°30'1" N, 20°31'7" E, approximately 15 knots west of the port. This route is one cable length wide (= 185 m).

(3) Pilots are compulsory. The pilot boat usually waits 3 knots outside the moles. According to information, Soviets control shipping by using patrol vessels outside the port, probably near the new approach buoy.

b. There are completely protected anchorages in the Outer Port (map ref.No1). It is not advisable to anchor outside the moles since there is a rough ground swell during strong winds.

c. Weather conditions do not affect port operations and vessels may enter the Outer Port in all weather. There is no tide. There is a northerly current up to 2 knots per hour along the coast. The port is usually open for shipping throughout the winter. The harbor basins are covered with thin ice but that is no hindrance for steam vessels. Ice breakers were available in prewar times.

d. The coast on both sides of the harbor is low, partly wooded, and very monotonous. There is a belt of dunes 20 to 60 meters high along the shore line south and north of LIBAU. The beach is accessible by landing craft almost everywhere. There are several small and unimportant fishing ports in the vicinity of the port.

3. Stationary Port Facilities

a. Piers and Harves

(1) Total quayage: 6,000 meters, approximately 4,000 meters with a depth of 9-10 meters. Most of the quays are served by railroad spurs and have adequate road facilities.

(2) The Outer Port (1) (PRIEKSOSTA ) or Inner Roadstead is formed by moles and breakwaters. It is bordered on the north by the 1,600 m long North Mole (2), extending in a northwest direction. In the west there are two breakwaters (3), and in the south is the South Mole (4), stretching in a westerly direction in line with the southern bank of the Town Canal. This Outer Port (1) is approximately 2 knots long and 1 knot wide and provides excellent anchorages for all class vessels. It is completely protected against winds and has a depth of 10 meters in the northern part and a good holding ground.

(3) Three entrances lead through the breakwater but the northern entrance (5a) is closed by a wreck and a net obstacle. The 220-meter wide middle entrance (5) has a dredged depth of from 9½ to 10 meters; the southern entrance (6) is 213 meters wide and has a depth of 8½ meters. These two entrances are excellently marked and lighted.

(4) The Commercial Harbor is in the southern part of this basin (7). It is formed by the so-called separation mole (8) on the north and the inner breakwater (9) on the west. It is separated from the Town Canal on the south by a wide and modern quay (10). There are two entrances through the breakwater in the north and south. Only the southern part of this basin is used for commercial purposes. The southern portion of the basin is dredged to a depth of 8½ meters, while the northern part is only 5 meters deep. The berths of this basin are poor, especially in autumn, when winds of forces from 6 to 8 produce a rough swell so that berthed vessels labor.

(5) The approximately 100-meter wide and 1-knot long Town Canal (11) (Tirdzniecibas Osta), also called Harbor Canal, is the dredged connection between the Libau Lake ( Lepajas Ezers) and the Baltic Sea. Its junction with the Outer Port is just south of the Commercial Harbor. This canal is divided into three parts by two bridges crossing it.

(6) The western part (11) stretching from the mouth to the town bridge (11a) is an excellent berth for larger vessels and is from 5.8 to 7.3 meters deep. This basin, also called Town Harbor, is the most modern commercial basin of LIBAU. There are approximately 95 warehouses or grain silos with a total capacity of 250,000 tons on both banks and adequate loading facilities. Both quays are provided with railroad facilities.

(7) The Winter Harbor (12) is the basin east of the Commercial Harbor and stretches in a NNW direction from the Town Canal.

This basin, according to recent information, has been dredged to a depth of 8½ meters and is 800 meters long and 240 meters wide. The granite surfaced quays have been repaired. Railroad tracks lead along both banks. This basin specializes in timber trade and bulk goods. There are large oil tanks with a capacity of from 4,000 to 5,000 tons.

(8) On the southern bank of the Town Canal, opposite the Winter Harbor, there is the Fishery Harbor (13), a small basin, 2½ meters deep and suitable only for small fishing cutters.

(9) The middle part of the canal, between the town (11a) and the railroad bridge (14a) is suitable only for coasters and is 4 to 5 meters deep (14). The quays east of the railroad bridge with a depth from 2.8 to 4 meters are used only for local traffic (15).

(10) The Naval Port (16) consists of a 2,000-meter long and at least 100-meter wide dredged canal, running in a W-E direction. It is situated about 2 knots north of the Commercial Port. The mouth of this canal into the Outer Port is protected by two moles (16a). Approximately 750 meters west of the mouth the canal is crossed by a swing bridge. The naval port has two basins: one in the extension of the canal (18) about 1,100 meters long and 240 meters wide; the other stretches in a northerly direction, is about 800 meters wide and 260 meters long (19). The canal and the basins are dredged to a depth of 10 meters and are suitable for vessels with up to 9.1 meters draft.

(11) On the western side of the northern basin, Basin II, are the jetties used by submarines; the old naval barracks are located off the quay (20). The eastern and southern sides of the basin belong to the Naval Dockyard (22).

(12) According to recent information, a submarine base is under construction in the northeast corner of the Outer Port (21). Probably large submarine pens, work and repair shops, required for the maintenance and repair of submarines, are being constructed there.

(13) No information has been obtained on the construction of any new facilities in the Commercial Harbor. The present port facilities are adequate for the present limited turnover. For details, see attached list (Annex 2).

b. Mechanical Handling Facilities

There are at least six electric cranes with a capacity of from 2 to 20 tons in the Town Harbor and six electric cranes with a capacity of from 25 to 120 tons in the Winter Harbor. Four floating cranes with a capacity of from 25 to 50 tons are also available. The crane equipment seems to be sufficient for the present turnover.

c. (1) There is only one shipyard in LIBAU, the Navy Yard, located on the northwestern side of the naval port. It was formerly called Tosmare, but was renamed Zhdanov Shipyard by the Soviets (22). This shipyard is the property of the Soviet Navy and is the main dockyard of the Soviet Baltic Fleet. All types of facilities for maintenance

and repair of warships up to cruisers, but no shipbuilding facilities such as shipbuilding slips and mould lofts, are available. The dockyard has a work force of 1,000 to 1,200 employees. The German PoWs were withdrawn in 1949. They were of the greatest importance to the efficiency of the dockyard, [illegible] due to their skill.

(2) [illegible] two dry docks, one 193x28x9.3 meters, the other [illegible] 172 [illegible] x9.3 meters, and three or four small floating docks with a lifting capacity of up to 1,500 tons.

(3) The shipbuilding and engineering workshops were modernized by the installation of German machinery.

d. No reliable information is available on harbor craft. According to reports received, there are four to six tugs assigned to the Naval Dockyard. One icebreaker is also available.

4. Storage Facilities

a. Approximately 95 warehouses or sheds with a total capacity of 250,000 tons are available in the Commercial Harbor; of these, 37 are stone buildings.

b. One grain silo with a capacity of 12,500 tons exists in the area of the Town Canal.

c. The Commercial Harbor is equipped with two cold storage buildings of unknown capacity.

5. Traffic Facilities

a. Rail Connections

The railroad connections within the port area are sufficient. Most of the quays are served by railroad spurs. There is a marshalling yard in the middle of the city, just north of the Town Canal. LIBAU is connected with the railroad net of the country by the PRIEKULE - SCHAULEN and GLUDA - MITAU Soviet gauge lines. Narrow-gauge railroad lines also branch out to various places of the district.

b. Road connections within the port area are sufficient. Good roads are available in all directions in a circumference of about 20 km; from there onward only second class roads exist.

6. Supply Facilities

a. Oil Installations

(1) There are large tank installations in the Winter Harbor (12) with a total capacity of from 4,000 to 5,000 tons, connected with the quays by a 600-meter long pipe line. These installations are the property of several firms.

(2) At the Naval Base there is a new oil dump of the Soviet Navy (23) on the southern bank of the canal immediately east of the bunkering station. According to various reports, four to five large tanks are located there but it is assumed that there are more tanks. Their capacity is unknown.

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b. Coal dump.

About 500 tons of coal are usually kept on hand at the Winter Harbor. The coal dump of the Soviet Navy is on the southern bank of the canal, opposite Harbor Basin I. Capacity unknown. A coal grab is used there (24).

c. Water supply facilities:

There is an adequate supply either by water points on the quays or by water boats. The water supply is said to come partly from an artesian well and partly from the water works near the dockyard (25).

d. Electricity.

There is a steam power plant in the town with an unknown capacity.

2 Annexes: (1) Harbor Map (photostat), with numbered objects.
(2) List of Harbor Facilities.

25X1A [redacted] Comment: **A negative of the attached map is available for further reproduction.**

[redacted]

ANNEX 2

## Stationary Port Facilities: Details of Piers and Wharves

| Map Ref.No.and Name | No. 10 Commercial Harbor, on the German map called "Free Port" |
|---|---|
| Location on water front | Southern and southwestern side of the basin |
| Purpose for which used | General cargo |
| Type and construction | Granite surfaced stone quay |
| Dimensions | South quay 350 m<br>West quay 180 m |
| Depth of water alongside-MLW | 8.5 m |
| Berthing space available | 500 m |
| Width of apron | 180 m |
| Deck above MLW | 2.5 - 5 m |
| Condition | Repaired |
| Transit sheds - description | 2 warehouses with a total cap.of 18,000 cbm, 75 % usable<br>Many old sheds, now destroyed |
| Materials handling facilities | Unknown |
| Railway connections | One track on the quay |
| Vehicle access | Adequate |
| Remarks | There is a N-S stretching steel sheet piling quay under construction in the northern part of this basin (10a) |

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[redacted] ANNEX 2



| Map Ref. No. and Name | No. 11 Town Harbor |
|---|---|
| Location on water front | Next basin to Winter Harbor (12) |
| Purpose for which used | General cargo |
| Type and construction | Stone surfaced quay |
| Dimensions | North side 1,250 m<br>South side 1,400 m |
| Depth of water alongside-M.W. | 7 - 8 m |
| Berthing space available | North side 1,250 m<br>South side 1,400 m |
| Width of apron | 80 - 100 m |
| Deck above M.W. | 2,5 - 3 m |
| Condition | Usable |
| Transit sheds - description | Approx. 95 sheds, warehouses, or silos with a total cap. of 250,000 t, on both banks of the canal. No breakdown available between warehouses and silos; probably there are silos with 150,000 t. |
| Materials handling facilities | Approx. 6 electr. cranes, cap. 2-20 t each.<br>2 floating cranes, cap. 25 t each |
| Railway connections | Two tracks on each side, also branch lines |
| Vehicle access | Adequate |
| Remarks | Turning area on the entrance to the Winter Harbor |

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ANNEX 2



| Map Ref. No. and Name | No. 12 Winter Harbor |
|---|---|
| Location on water front | 240 m wide basin, stretching in NW-direction of the Town Canal |
| Purpose for which used | General cargo, coal loading facilities, Oil filling station |
| Type and construction | Granite surfaced quays |
| Dimensions | NW-side 690 m<br>SE-side 520 m |
| Depth of water alongside-MLW | 8.5 m |
| Berthing space available | 1,200 m total |
| Width of apron | 350 m |
| Deck above MLW | 2.5 m |
| Condition | Usable |
| Transit sheds - description | None, ample open stocking space for timber, coal, and general cargo. Oil tanks with a total cap. of 4,000 t, connected by pipe line with the quays |
| Materials handling facilities | Approx. 6 cranes with a cap. of 25 - 120 t |
| Railway connections | Railroad sidings on each side |
| Vehicle access | Adequate |

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ANNEX 2



| Map Ref. No. and Name | No. 14 Middle Part of the Town Canal |
|---|---|
| Location on water front | Town Canal between road and railroad bridge |
| Purpose for which used | Coaster shipping |
| Type and construction | Granite surfaced quays |
| Dimensions | 400 m on each side |
| Depth of water alongside-L.L. | N-side 4.7 m<br>S-side 2 - 5 m |
| Berthing space available | 800 m |
| Width of apron | 80 m |
| Deck above L.L. | approx. 2.5 m |
| Condition | Usable |
| Transit sheds - description | Unknown, probably none |
| Materials handling facilities | Unknown |
| Railway connections | Railroad sidings on the North side |
| Vehicle access | Adequate |

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